

Message Text

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PAGE 01 BERLIN 01638 201704Z

71

ACTION EUR-25

INFO OCT-01 NEA-10 ISO-00 CIAE-00 DODE-00 PM-07 H-03

INR-10 L-03 NSAE-00 NSC-10 PA-03 RSC-01 PRS-01 SPC-03

SS-15 USIA-15 ACDA-19 IO-13 EB-11 FAA-00 DRC-01 /151 W

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FM USMISSION BERLIN

TO AMEMBASSY BONN

INFO SECSTATE WASHDC 2433

AMEMBASSY ANKARA

AMEMBASSY LONDON

AMEMBASSY PARIS

USMISSION NATO

AMEMBASSY BELGRADE

C O N F I D E N T I A L BERLIN 1638

E.O. 11652: GDS

TAGS: ETRN, WB, YO

SUBJECT: TURKISH FLIGHTS TO BERLIN

REF: A) BONN 13436; B) BONN 13360; C) STATE 22894;

D) BERLIN 1594; E) BERLIN 1016

1. SUMMARY: MISSION RECOMMENDS BONN GROUP REOPEN NOW STUDY OF NORTH-SOUTH NON-THREE POWER SERVICE GIVING PRIORITY TO GRANTING TURKISH AIRLINE LANDING RIGHTS IN WEST BERLIN AND CONSIDER POSSIBILITY OF EXTENDING THEM TO YUGOSLAVS AIRLINE AS WELL. END SUMMARY.

2. EXPANSION OF OPPORTUNITIES FOR BERLINERS TO REACH POINTS OUTSIDE FRG DIRECTLY BY AIR, WITH ITS RESULTING FAVORABLE PSYCHOLOGICAL IMPACT AND BENEFICIAL ECONOMIC EFFECT, REMAINS AS IMPORTANT A GOAL FOR WEST BERLIN AS WHEN FORMALLY OUTLINED IN BONN GROUP AIR STUDY 18 MONTHS AGO. INAUGURATION OF PANAM SCHEDULED SERVICE TO AMSTERDAM WAS A HELPFUL STEP IN THIS DIRECTION, AND PANAM FLIGHTS TO COPENHAGEN WOULD BE FURTHER
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PAGE 02 BERLIN 01638 201704Z

IMPROVEMENT. HOWEVER, LOCAL OBSERVERS FEAR THAT MOST OF

EXPANSION OF AREA AIR SERVICE WILL CENTER ON SCHOENEFELD, SUCH AS PROSPECTIVE DIRECT SERVICE TO TURKEY FROM THAT AIRFIELD.

3. IN RETROSPECT IT SEEMS CLEAR ALLIES LOST OPPORTUNITY TO TAKE FULL ADVANTAGE OF SAS AND AUA DESIRE TO FLY TO BERLIN WHEN OFFER OF LANDING RIGHTS FOR WEST BERLIN WAS DELAYED UNTIL AFTER FLIGHTS TO SCHOENEFELD HAD ALREADY BEEN ARRANGED. EVEN THOUGH IT MAY NOW BE TOO LATE FOR SUCH AN ALLIED OFFER TO HAVE DESIRED EFFECT ON THY PLANS TO BEGIN SCHOENEFELD SERVICE, MISSION RECOMMENDS ATTEMPT BE MADE. WE BELIEVE CONCERTED ALLIED DEMARCHE TO TURKS REGARDING THY MOVE (REF A) WOULD HAVE LITTLE OR NO EFFECT WITHOUT CONSTRUCTIVE OFFER OF ALTERNATIVE. TURKS ARE NOT LIKELY TO BE MOVED BY PROTEST OVER THY DESIRE TO FLY TO SCHOENEFELD IF THIS IS ONLY APPARENT WAY FOR IT TO SHARE IN CONSIDERABLE WEST BERLIN TRAFFIC OF TURKISH PASSENGERS.

4. IN SHORT RUN, MODERN AIR TRANSPORT (MAT) OFFICIALS ARE RE-ASSURED BY THY STATEMENTS TO THEM THAT THY WILL HONOR CONTRACTS WITH ALLIED CHARTER CARRIERS AND WILL NOT UNDERCUT ALLIED FARES. UNDER SUCH CIRCUMSTANCES, MAT ESTIMATES LOSSES TO SCHOENEFELD COULD BE HELD TO TEN PERCENT OF CURRENT TURKISH PASSENGERS. THY CONTRACTS, HOWEVER, EXPIRE END OF 1974, AT WHICH TIME WEST BERLIN COULD LOSE ENTIRE TRAFFIC UNLESS PROVISIONS HAD BEEN MADE FOR THY FLIGHTS TO WEST BERLIN AIRPORTS.

5. INDICATION THAT FRENCH ARE NOW PREPARED TO CONSIDER OFFERING OTHER CARRIERS OPPORTUNITY TO BEGIN NORTH-SOUTH SERVICE (REF B, PARA 2) STRENGTHENS CASE OUTLINED BY DEPARTMENT IN FEBRUARY (REF C) FOR RE-OPENING QUESTION OF SUCH FLIGHTS IN BONN GROUP. MISSION BELIEVES THY SHOULD BE GIVEN PRIME CONSIDERATION (REF D) AND THAT JAT CASE COULD ALSO USEFULLY BE REVIEWED AT THAT TIME (REF E).KLEIN

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